Emission Summary

Permit Number: 070965P

Source Status: New☒ Modification☐ Expansion☐ Relocation☐ **Permit Status:** New☒ Renewal☐

PSD☐ NSPS☒ NESHAPs☒ **Previous Permit Number:** Construction 970451P Operating N/A

	Pounds/Hour			Tons/Year				Date of Data	*	Applicable Standard
	Actual	Potential	Allowable**	Actual	Potential	Allowable	Net Change			
PM	≤ allowable		0.44	≤ allowable	0.11	0.11		10/27/15	1	40 CFR §60.4205(b)
SO_2		Neg.	--		Neg.	--			2	1200-03-14-.03(5)
CO	≤ allowable		7.72	≤ allowable	1.93	1.93			1	40 CFR§60.4205(b)
VOC***	≤ allowable		Included with NO_x	≤ allowable		Included with NO_x			1	40 CFR §60.4205(b)
NO_x***	≤ allowable		14.11	≤ allowable	3.53	3.53			1	40 CFR §60.4205(b)
HAPs					Neg.	--			3	
CO_2e					404.59	--			5	40 CFR 98

The SO_2 emissions were calculated using 15 ppm sulfur content of the fuel (NSPS requirement), assuming all available sulfur is converted to SO_2, and shown to be negligible.
HAPs emissions were calculated from AP-42, Table 3.3-2, and shown to be negligible.
CO_2e emissions were calculated using the emission factors in 40 CFR 98, Tables C-1 and C-2.

The ton per year emissions were calculated at 500 hours of operation / year based on the guidance found in the Seitz memo regarding the PTE determination for emergency engines. Allowable emissions for fee purposes are equal to the potential emissions.

* Source of data codes are found on the back of the APC 100.

** The allowable emission limits from 40 CFR part 60 Subpart IIII are in units of grams/kilowatt-hour. Each standard was reduced to lb/hr using the engine power output, in kilowatts, and a conversion factor of 453.592 gram per pound.

*** The applicable standard in §60.4205(b) & §89.112, Table 1 is in terms of NO_x + NMHC; therefore, the allowable VOC emissions are accounted for in NO_X

PERMITTING ENGINEER: TFR DATE: 2/4/16